In the Specification:

Please amend the specification as follows:

On page 7, please delete ¶ 3, lines 17- 24 and continuing on page 8, please delete lines 1-11 and replace with the following:

The proximal strut, in a preferred embodiment, may be tubular in shape in order to achieve maximum rigidity to bending as well as lightweight, but may use other shapes as well. Between the seat post and the seat attachment may run another strap to prevent the main strut from bending too far backwards during depression of the seat. While the vehicle is moving, any jarring which travels up the vehicle toward the occupant will be dampened by the action of the main strut bending down and to the posterior, leaving the seat (and occupant) relatively stable. In a preferred embodiment, only one main strut may be used, however, it is possible to use more than one strut to achieve same effect. The straps may as well, in a preferred embodiment, be adjustable to place pretension on the main strut to allow more or less dampening of the main strut. This adjustability may be available through any sort of buckle, attachment point, ratchet mechanism, or other adjustable method. In a preferred embodiment, the straps may be made of a ~~dacron, Dacron,~~ DACRON polyester, or other non-elastic material but may as well be made out of other methods as well. In a preferred embodiment, the seat post section as well as the proximal strut may be made of carbon fiber, titanium, aluminum or other lightweight, rigid, and durable material but may be fabricated from other materials as well. The anterior end of the proximal strut may utilize standard attachment methods for available seat mechanisms in a preferred embodiment. Each of the adjoining pieces may be attached with bolts, laminated in, screws, clamps, or other such attachment methods used to hold or affix the pieces together.

On page 10, please delete first full ¶ 1, lines 3-11 and replace with the following:

Referring now to the drawings, wherein like reference numerals designate corresponding structure throughout the views, and referring in particular to Figure 1, reference numeral 10 generally refers to a new and improved shock absorbing assembly, hereinafter referred to collectively as invention 10, in accordance with the present invention. Invention 10 as generally depicted is for use with bicycle 12 (not shown) although it is understood that invention 10 may be used on all types of vehicles wherein shock absorbing capabilities may be desired. It is understood that invention 10 may be generally directed to a composite contoured "flat" spring 14, which will be discussed in greater detail below, and may be utilized in numerous configurations wherein a superior spring may be desired in various mechanical applications. The embodiments described herein should not be considered limiting to just bicycles or vehicles. Likewise, invention 10 may be utilized in non-human operated systems wherein shock absorbing capabilities are desired, such as but not limited to suspension systems for bridges, buildings, and so forth.

On page 10, please delete ¶3, lines 19-23 and continuing on page 11, please delete lines 1-7 and replace with the following:

In a preferred construction, a plaster, metal, alloy, or other type material mold of the general desired finished shape is constructed. A vacuum formed in resin, such as Orthocryl or other resins available in the industry for laminating purposes, may be applied to the built up layers of carbon tubular weave, Kevlar, kevlar carbon tubular weave, fiberglass, ~~Dacron,~~ DACRON polyester, or other laminating materials may be layered over the plaster or other model. Alternatively, the lamination may take place also through pressure or heat treatment with or without vacuum to solidify them. Furthermore, the process for fabricating the spring section may come about through injection molding, milling, heat molding thermoset or thermoform plastics, pre-impregnated laminates, or other means. If laminates are used, these may be

fabricated using the "I-beam" effect in construction – placing key layers of high-strength materials apart from one another within the lamination buildup – in order to optimize strength. They may be built up in layers or concentrically building around inner layers.

On page 14, please delete second full ¶2, lines17-21 and replace with the following:

First strap 46 and second strap 54 may be made from nylon, ~~dacron, or Dacron~~ DACRON polyester, but is not limited to such. Other convention materials may be used which allow for flexing when contracted or tension removed and yet have a predetermined or set extension length. It is contemplated that use of straps may gain spring preload, constrain over travel, and modify the motion characteristics such as but not limited to the curve of the arc of travel of the seat.

On page 15, please delete first full ¶1, lines 3-14 and replace with the following:

Furthermore, materials may be utilized or formed of any material available to those of ordinary skill in the art, such as a thermoplastic thread material. When thread is included in an intermediate layer, it preferably includes an elastomeric, polymeric material. Exemplary polymers include polyisoprene, polyether urea, such as LYCRA, polyester urea, polyester block copolymers such as HYTREL, isotactic-poly(propylene), polyethylene, polyamide, poly(oxymethylene), polyketone, poly(ethylene terephthalate) such as ~~***DACRON,***~~ DACRON, poly(acrylonitrile) such as ORLON, and trans-diaminodicyclohexylmethane and dodecanedicarboxylic acid. LYCRA, HYTREL, ~~***DACRON,***~~ DACRON, KEVLAR, and ORLON are available from E.I. DuPont de Nemours & Co. of Wilmington, Del. Still furthermore, a fabric is selected from the group consisting of stretch fabric, textured fabric, ~~***dacron,***~~ DACRON polyester, nylon, polyester, cotton, ***kevlar,*** and mixtures thereof may be utilized. A polyester multifilament yarns may also be used.